

patterns. (2) Local officials and citizens are informed as to future improvements. Developers can design subdivisions to function in a non-conflicting manner. School and park officials can better locate their facilities. Irretrievable damage to property values and community appearance, as is sometimes associated with street building and widening programs, can be minimized. City officials will know when improvements will be needed and can schedule funds accordingly.

Thoroughfare Concept

Streets perform two primary functions-they provide traffic service and land service. These two functions, when combined, are basically incompatible. The conflict is not serious if both traffic and land service demands are low. But when traffic volumes are high, conflicts created by uncontrolled and intensely used abutting property result in intolerable traffic flow friction and congestion.

The underlying concept of the thoroughfare plan is that it provides a functional system of streets which permits travel from origins to destinations with directness, ease, and safety. Different streets in the system are designed and called on to perform specific functions, thus minimizing the traffic and land service conflict. Streets can be categorized as to function and standards applied as follows (Figure 1):

Local Access Streets

These streets have the purpose of providing access to abutting property. They are not intended to carry heavy volumes of traffic and should be located in such a way to serve only traffic with origins or destinations on these streets. There are several different types of local access streets which can be classified according to the type of abutting land use which they serve. They are:

Residential Streets: Residential streets provide access to abutting residential property. Through traffic movements should be discouraged by designing them as loops or cul-de-sacs (dead-end streets with turn arounds). These streets should have two traffic lanes and may have parking on one or both sides. They should have a minimum right-of-way of 60 feet.

Commercial Streets: Commercial streets provide access to abutting commercial property. They permit traffic to circulate in commercial areas and to reach parking